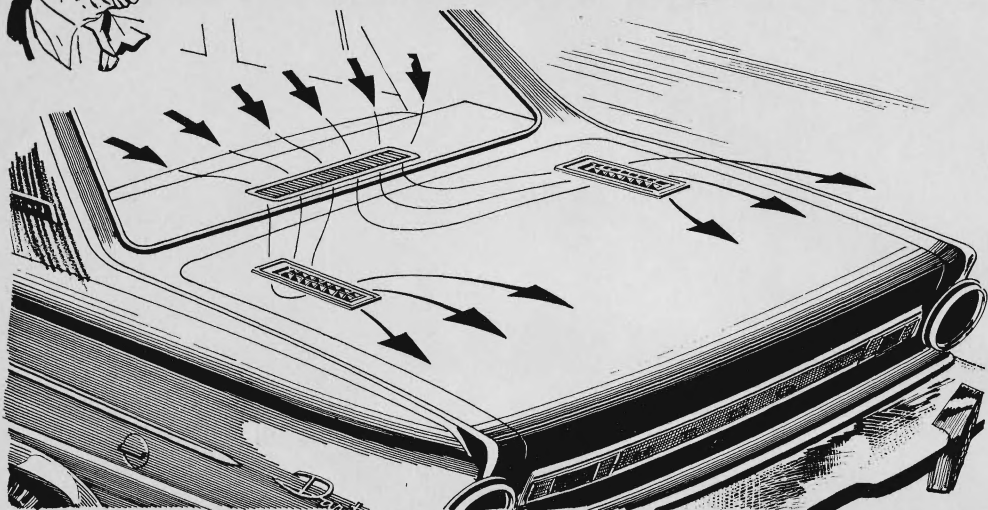




Hints from the Model Garage

DRAWINGS BY
RAY QUIGLEY

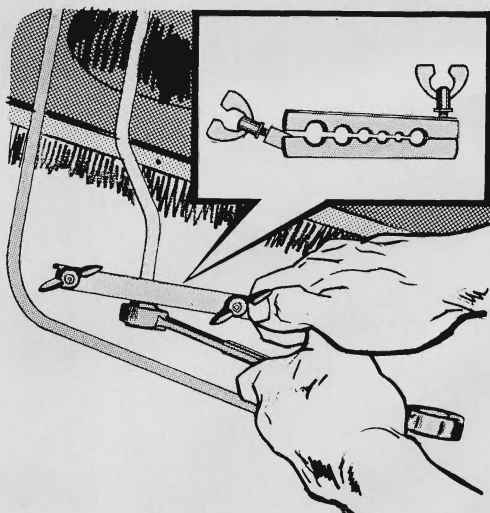


To move hot and stale air out of the car, cut an opening about $1\frac{1}{4}$ " by 12" on the rear shelf and fit an open grille on it. Make sure air can escape through the grille to the trunk. Cut two openings in the trunk-lid sides (as shown) and

install two air pickups or vents from a junked air-conditioned car. Or buy scoops advertised for Corvairs, or small plastic boat-deck vents from a marine-supply house. Cut out passages for the air on the inside of the trunk lid.

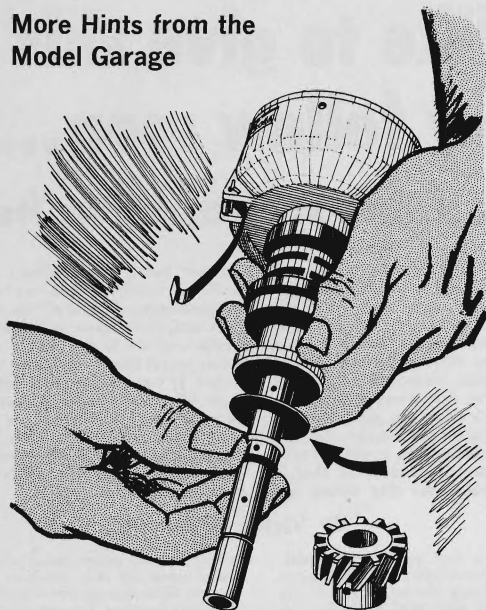


When an annoying wind whistle develops along the front or rear roof areas of a car or station wagon, check the outside drip moldings. Look for a small opening in the end or under the drip rail. The whistling is caused by air passing over the cavity and the remedy is to fill it. A little caulking compound makes a permanent repair.

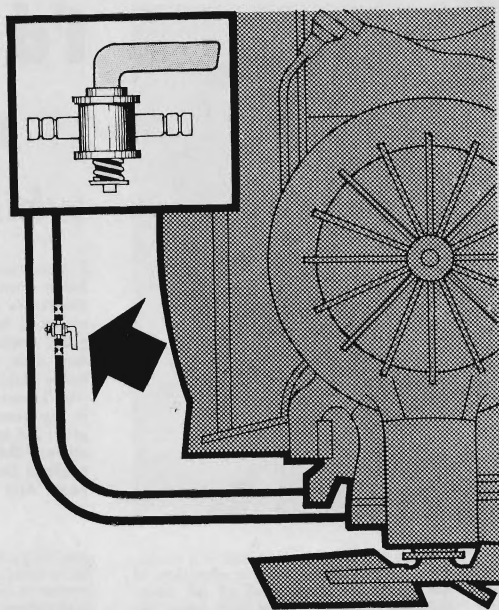


Here's an easy way to remove frozen couplings from the ends of fuel lines, without risk of twisting the tubing open or otherwise damaging the lines. Clamp a flaring tool around the tubing, as close to the coupling as possible, as you unscrew the fitting with a wrench. This works on brake lines with frozen fittings, too.

More Hints from the Model Garage



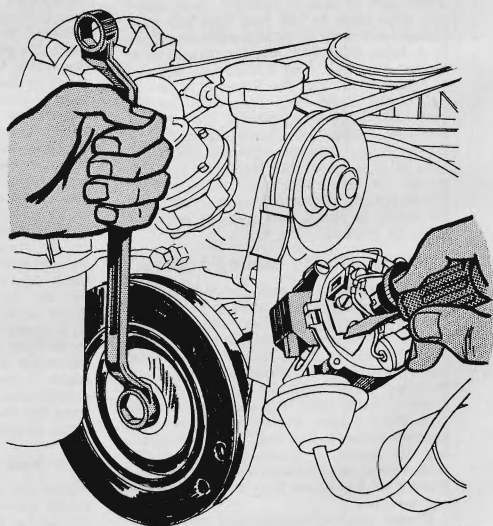
Hard cranking and early firing? Test for end play in the distributor shaft. Connect a timing light to No. 1 plug; disconnect all others. Crank, watching the timing mark. If firing is too early, pull the distributor drive gear and insert spacer washers between the gear and housing.



Leaky hot-water valves in a heater warm a car interior when heat isn't wanted. To save an expensive heater-element repair job, install a copper fitting valve in the hot-water line between engine and heater element. Close this water valve in the spring, reopen it in the fall.



When rocker panels rust out, replacements are costly for all cars and hard to get for imports. Here's a way out. Bend some coat-hanger wire to the exact shape of the panel and take the pattern to a sheet-metal shop. They can fabricate a rocker panel quickly and inexpensively.



Setting point gap on a Corvair by cranking the engine with the starter and getting the high spot on the cam, is a hit-and-miss deal. For precision, put a $\frac{3}{4}$ " offset box wrench on the main drive-pulley nut. Moving the wrench turns the cam and enables you to set the gap.